

## INSTRUCTIONS:

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R TO TYPICAL WIRING DIAGRAM AT RIGHT.

REGATE CONTACT IS SUBJECT TO THE PROTECTIVE DEVICES (GOVERNOR, FINALS, ETC.) IT MUST BE SEPARATED AND RECONNECTE DEGATE CONTACT ONLY.

RE SEPARATING THE GATE CONTACT FROM THE PROTECTIVE DEVICES (SOUTHANT ON THE GATE CONTACT TO THE GATE CONTACT ONLY.

RE SEPARATING THE GATE CONTACT FROM THE PROTECTIVE DEVICES.

RESEPARATING THE GATE CONTACT FROM THE PROTECTIVE DEVICES.

RESEPARATING THE CONTACT THO THE CONTACT TO THE CONTACT THE SIDE OF THE LIN INVECT TERMINALS AND RG7 TO THE CIRCUIT LINES WHICH THE GATE CONTACT WAS ORIGINALLY CONNECTED TO, CONNECT THROUGHAL 3 SO THAT IT IS SUBJECT TO THE GOVERNOR OVER SPEED SWITCH ONLY.

WINCT TERMINAL 3 SO THAT IT IS SUBJECT TO THE LIVES.

WINCT TERMINAL 4 TO THE OTHER SIDE OF THE LINE.

WINCAL 3 MAY BE SUBJECT TO BOTH THE GOVERNOR SWITCH AND OTHER PROTECTIVE DEVICES IF DESIRED. HOWEVER, MINAL 3 MAY BE SUBJECT TO THE IN-CAR EMERGENCY STOP SWITCH MUST NOT TRIP THE ROPE GRIPPER. THE IN-CAR EMERGENCY STOP SWITCH MUST NOT TRIP THE ROPE GRIPPER. THE IN-CAR EMERGENCY STOP SWITCH MUST NOT TRIP THE ROPE GRIPPER NECT TERMINALS 6-7 IN PARALLEL WITH THE EXISTING DOOR ZONE RELAY. RELAYS DZ-DZ-NDAM MUST BE ACTIVATED WITHIN THE ROPE LIVE LINE ON THE ONE ON THE UNIT. THIS CAN BE A MAGNETIC SWITCH JUNED ON THE CAR (SUCH AS G.A.L. TYPE LU LEVELING UNIT) WITH A VANE AT EACH LANDING.

WINCT TERMINALS 8-8 IN PARALLEL WITH THE EXISTING INSPECTION RELAY.

RELAY INPF MUST DROP OUT WHEN ON INSPECTION OPERATION.

B- REFER TO CONTROL PANEL DIAGRAM BELOW.

1 - CONNECT AC POWER TO TERMINALS L1-L2 AND GROUND ROPE GRIPPER AND CONTROL PANEL. THE 1 AND TABLE 1 FOR RELAY AND RESISTOR VALUES.

SEQUENCE OF OPERATION:

DLKX, GLKX ARE ENERGIZED WHEN THE GATE CONTACT CLOSES.

- DZX ARE ENERGIZED WHEN THE CAR IS IN THE DOOR ZONE.

IS ENERGIZED WHEN THE CAR IS NOT ON INSPECTION OPERATION.

S - GTSX ARE ENERGIZED TO KEEP THE ROPE GRIPPER OPEN.

E - IF THE CAR MOVES OUTSIDE OF THE DOOR ZONE WITH THE DOORS OPEN, OR IF THE GOVERNOR OVERSPEED SWITCH OPEN RELAYS GTS AND GTSX WILL DROP OUT AND ACTIVATE THE ROPE GRIPPER. THESE WILL BE ENERGIZED AUTOMATICALLY

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NG CORP.  NX, N.Y. 10451	ENGINEER G.D.C. SCALE PART No.	SHEET 1 OF
ROPE	PART No.	
OLLER ANEL WIRING.dwg	DOCUMENT No. L-10,210	10

DRAWN BY

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DATE

1-23-95

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NA, N. I. 10451	SCALE	SIZE		
ROPE	PART No.			REV
OLLER PANEL WIRING.dwg	DOCUMENT No. L-10,210	10		